

Remarks

Applicant has amended claims 1 and 9, and has added new claim 10. Applicant respectfully submits that no new matter was added by the amendment, as all of the amended matter was either previously illustrated or described in the drawings, written specification and/or claims of the present application. Entry of the amendment and favorable consideration thereof is earnestly requested.

The Examiner has rejected claims 1-6 and 9 under 35 U.S.C. §102(b) as being anticipated by U.S. Patent No. 3,068,975 to Theuer ("the '975 patent"). These rejections are respectfully traversed. Claims 7 and 8 are objected to as being dependent upon a rejected base claim.

All the claims of the present application require among other elements allowing rotation of a rotational member in a direction opposite to a drive direction only to the extent that the motor is driven in the opposite direction by means of a one-way clutch.

According to the present invention, when the shaft is rotated by the motor in the force-increasing direction (to apply the transmission brake), the spring brake is then deactivated via a one-way clutch. When the motor however is de-energized the spring brake then engages with the shaft by means of the one-way clutch to prevent any reverse rotation of the shaft. The shaft may only rotate in the reverse direction (e.g. the force-decreasing direction to disengage the transmission brake) to the extent that the motor drives the shaft in that direction by releasing the one-way clutch.

Applicant respectfully submits that the '975 patent fails to teach, disclose or suggest restricting rotation of the rotational member in a direction opposite to a drive direction unless the motor drives the rotational member in this opposite direction as required by all the claims. For instance, unlike the present invention, external torque applied to the shaft will cause the shaft to turn in the release direction when the motor is de-

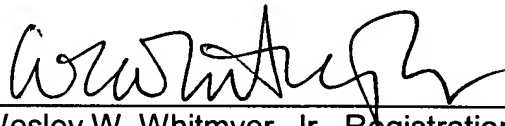
energized at least until the teeth 20 of cam rings 20 reverse to consume any axial displacement for engaging the brake, which when gearing is accounted for can include a relatively large angular rotation. (Col. 7, line 65 - Col. 8, line 18). This is not the case with the present invention because a one-way clutch is utilized to block any reverse rotational torque transmitted from the shaft and only allow reverse rotation when the motor drives in that direction. If the device taught and disclosed in the '975 patent was used in an Electric Brake Actuator application and braking force increased to a certain level, the torque from the outgoing shaft would drive the motor in the release direction (at least some distance), when the motor was de-energized which is highly undesirable. The one-way clutch used in the present invention prevents this undesirable effect.

Applicant therefore submits that because the '975 patent fails to teach, disclose or suggest allowing rotation of a rotational member in a direction opposite to a drive direction only to the extent that the motor is driven in the opposite direction by means of a one-way clutch as required by all the claims, it cannot anticipate or render any of the claims obvious.

Applicant further submits that amended claim 9 includes allowable subject matter as indicated in relation to claim 7, while new claim 10 includes allowable subject matter as indicated in relation to claim 8.

It is respectfully submitted that claims 1-10, all of the claims remaining in the application, are in order for allowance and early notice to that effect is respectfully requested.

Respectfully submitted,



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